





THIS BOOK IS DEDICATED TO . . .



*WIVES, FAMILY AND
FRIENDS WHO HAD
TO ENDURE THE
HARDSHIP OF
SEPARATION.*



FOREWORD

The *USS MISPILLION* was built by the Sun Shipbuilding and Drydock Company in Chester, Pennsylvania. On 29 December 1945, the ship was placed in commission. Ethel C. Feddeman was the sponsor.

The *USS MISPILLION* was named for the Mispillion Creek in Delaware in accordance with the traditional custom of naming fleet oilers after rivers flowing in the continental United States.

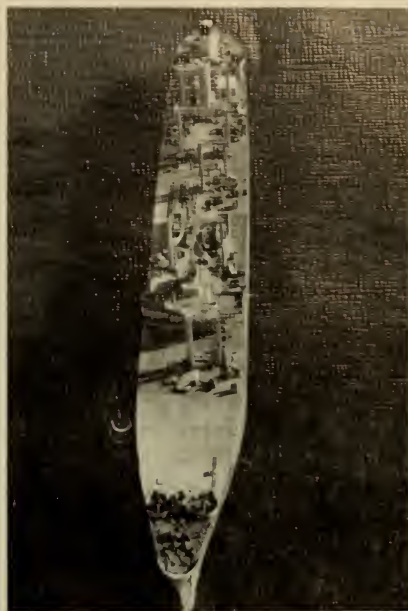
USS MISPILLION has had a varied career voyaging from the Arctic to Australia, from Venezuela to Arabia with numerous trips to the Western Pacific. Our "Grand Old Lady" participated in nuclear tests, recovered survivors from a Chinese Nationalist ship that sank in the Taiwan Straits, evacuated refugees and personnel from Taichens and continued to pump petroleum

products the entire time.

In April of 1965 *USS MISPILLION* commenced jumbolization in Toledo, Ohio. This involved replacing the midbody cargo tanks with a longer midbody having 50 percent greater cargo tank capacity. This operation consisted of five basic steps. First the bow was cut off and retained in the drydock while the rest of the ship was floated out. Next, the new midbody was floated in and joined to the bow. The third step was the transfer of the bridge structure from the old midbody to the new. After that the stern section was severed and retained in the drydock while the old midbody was floated out. In the last step the new midbody, with the bow and bridge structure attached, was floated into the dock and joined to the stern.

Although replacement of the midbody was the biggest single change, many other improvements were made. A major modification was made to the stern when twin rudders were installed for greater ease in handling characteristics. The latest design in replenishment-at-sea equipment was added including kingposts with outriggers, ram-tensioned span wires and high lines, electro-hydraulic winches, cargo elevators, helicopter pickup area, sliding blocks and cargo drop reels at replenishment stations. The pumping capacity was improved by the addition of larger cargo piping and double hose fueling rigs. An auxiliary diesel generator plant was installed to provide power for the deck machinery and cargo pumps. Enclosed space was provided for stowage of fleet cargo, bottle gas and fleet mail. Habitability was improved by the air-conditioning of all living spaces and offices.

In December of 1965, the *USS MISPILLION* was towed to Boston Naval Shipyard for fitting out. *USS MISPILLION* rejoined the fleet at her homeport of Long Beach, California of 4 September 1966.



The *USS MISPILLION* carries the following awards: American Campaign Medal, Asiatic Pacific Campaign Medal, China Service Medal, Navy Occupation Service Medal (4 bronze stars), United Nations Service Medal, Korean Presidential Unit Citation, Vietnam Service Medal (2 silver stars), Republic of Vietnam Campaign Medal, Meritorious Unit Commendation Medal (3 bronze stars) and the Armed Forces Expeditionary Medal (Korea).

HER LAST CRUISE



*ON 9 OCTOBER 1973 WE LEFT FOR
WESTPAC AND INDIAN OCEAN
OPERATIONS.*

CDR

ROBERT E. MACLEAN

Commander Robert E. MACLEAN was born in Fitchburg, Massachusetts and was raised in that area. He received a Bachelor of Science degree in Education from Fitchburg State College and was commissioned an Ensign upon completion of Officer Candidate School at Newport, R. I. in 1955. Commander MACLEAN's first duty station was aboard the radar picket destroyer *OTTERSTETTER*, where he served as Communications Officer and CIC Officer. Late in 1957 he returned to Officer Candidate School at Newport, R. I., where he served a two year tour as an Operations Instructor. His next assignment was as First Lieutenant and Gunnery Officer on the destroyer tender *ARCADIA*. From 1961 to 1964 he served as Engineer Officer of the destroyer *MYLES C. FOX* followed by a tour as Engineer Officer of the missile destroyer *SELLERS*. In 1964 he was assigned as a Logistics Planning Officer with the Joint Staff of U. S. *STRIKE COMMAND*. Following a tour as Executive Officer in the destroyer *MCCARD*, Commander MACLEAN had a short tour as Officer-in-Charge of the Underway Training Unit in Charleston, S. C. and a normal shore tour as Plans Officer for the First Naval District. Prior to reporting to *MISPILLION* Commander MACLEAN served as Executive Officer in the dock landing ship *PLYMOUTH ROCK*.

Commander MACLEAN has been awarded the Joint Service Commendation, Armed Forces Expeditionary Medal, Navy Expeditionary Medal, National Defense Service Medal, Vietnam Service Medal and the Vietnam Campaign Medal.



CHANGE OF COMMAND



December 10, 1973—CDR Peter K. FITZWILLIAM relieved CDR Robert E. MACLEAN as Commanding Officer of *MISPILLION*.



CDR

PETER K. FITZWILLIAM

Commander Peter K. FITZWILLIAM entered the Naval service in 1952 and received his commission upon graduation from the U. S. Naval Academy, Annapolis, Maryland in 1956.

He reported to *USS RANDOLPH* in the Mediterranean and was on board for the 1956 and 1957 deployments. He attended Submarine School, New London, in 1958, and was subsequently assigned to the submarines *USS RASHER*, *USS GEORGE WASHINGTON (BLUE CREW)* and *USS CAIMAN*, participating in one Western Pacific deployment and five Polaris patrols. He attended the Naval Post-graduate School, Monterey, and received a Bachelor of Science degree in Operations Research. Staff assignments have included Commander Submarine Development Group TWO, Commander Cruiser-Destroyer Flotilla TEN, and Commander U. S. Military Assistance Command, Vietnam. Prior to assuming command as the Twenty-Eighth Commanding Officer of *MISPILLION*, Commander FITZWILLIAM served as Executive Officer on board the *USS KAWISHIWI*.

Commander FITZWILLIAM has been awarded the Joint Service Commendation Medal, Bronze Star Medal, Navy Achievement Medal, Meritorious Unit Commendation Medal, National Defense Service Medal, Vietnam Service Medal and the Vietnam Campaign Medal.





EXECUTIVE OFFICER



*LCDR
EDWARD M. HART*



MAKALAPA



LT R. B. O'Keefe
Operations Officer



LT. J. R. Landua
Engineering Officer



DEPARTMENT HEADS



LT. D. D. Edwards
First Lieutenant



LTJG D. S. Enslinger
Supply Officer

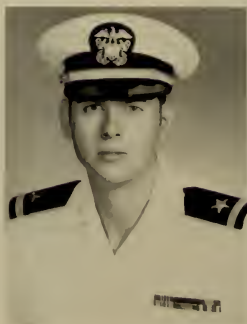


LTJG J. L. Aiken
Damage Control Officer



LTJG L. "E" Eastlund
Disbursing Officer

DIVISION



ENS S. R. Warner
Gunnery Officer



ENS T. P. Labrecque
Communications Officer

OFFICERS



ENS P. D. Lothar
Personnel Officer



ENS G. S. French
Auxiliaries Officer



CWO-3 L. Abang
Boatswain



CWO-3 J. L. Gatdula
MPA



MMCS G. N. Schorr



ENCS J. Ruffing



BMC J. R. Anderson

CHIEF PETTY



HMC L. G. Becker



EMC J. D. Boswell





BTC P. C. Galligan



BMC J. G. Gobbo



NCC R. V. Jennings

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SKC F. G. Nolusco



QMC E. J. Nezworski



MMC G. L. Rapalee



MMC W. C. Reay



HTC E. S. Ruiz



CSC A. Schlanger



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Ricky D. Mays



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Arthur R. Brown



Steven J. Cheek
Lloyd S. Couch

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Timothy E. Dunn
Jerome Edwards



Thomas W. Evans
Kenneth L. Evans
Eteuoldo G. Galve





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Billy L. Gibbs



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Ishmus L. Hill
Dennis I. Davis



Dennis E. Pena
Rene E. Ribbers



Ozzie L. Robinson
Norman I. Rose
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Russell E. Smith
Terry A. Snead
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John L. Gipson

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Albert C. Snell
Dale D. Rush



James E. Galloway
Thomas J. Baquet
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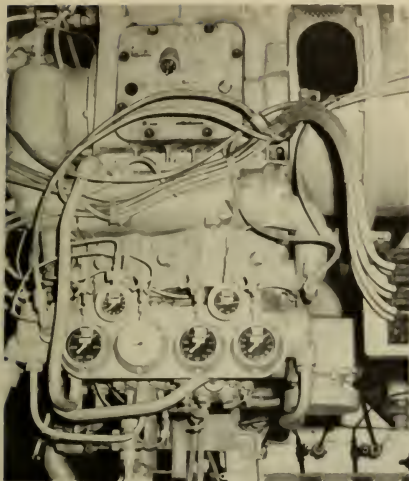


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Roosevelt Boyd
John B. Chance



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Howard K. Larrance
Paul G. Opfer

Robert M. Semo
David W. Stratton
Stephen J. Taylor



Clarence R. Taylor
John Tirado





George J. McBride
Kenneth E. Heintzelman
Bruce D. Klinfelter



Larry J. Wilkerson
Dennis F. Schilling



B DIVISION

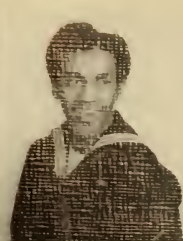


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Randal A. Brown



Peter J. Buchieri
Francis R. Cardino
Michael J. Dougherty

Russell T. Dunn
Mitchell R. Green
Eddie J. Hall



Jesse E. Harper
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Douglas B. Korinke



Walter T. Lynch
Daniel A. Martell





Alvin D. McCoy
Robert J. Pahrman
Roy W. Paintner



Vincent A. Paradiso
Mark E. Servin
Thomas C. Wigmore



Charles M. Zaranko



Celedonio P. Blancaflor
Daniel S. Shervheim
James R. Lewis



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Michael D. Bamert

Edgardo N. Dacoron
Brian J. Aucoin
Gilbert A. Brown





Daniel L. Flynn
Eddie E. Hansel
Earl Howard



Jeffrey W. Lukas
Lelan T. Ray
George E. Wilcken



Jon P. Dickerson
George M. King
Thomas F. Kurland



Marc E. Strawn
Ronnie G. Pitts
Wayne A. Ramer

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Gary L. Warren
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Joe B. Begishe





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William H. Edwards



Robert M. Garrison
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Paul E. Irvine



Howard L. Julson
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Lewis D. Sampsel

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Raymond A. Ryan
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William A. Bruce
Willie "C" Cobb



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Feliciano A. Arcala
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*SUBIC BAY,
PHILIPPINES*









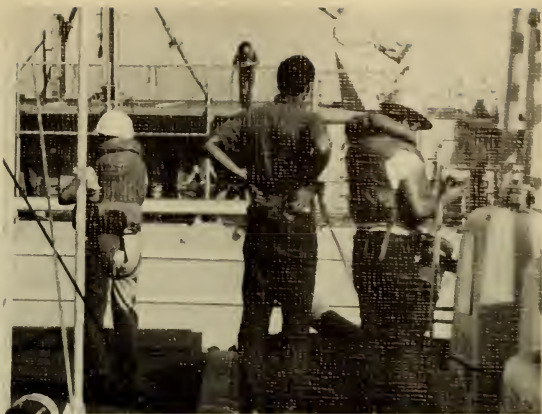
*MARINER
CLUB*



INDIAN OCEAN



OPERATIONS











CHARTER LOG IV







TALENT



SHOWS





EQUATOR



WOG DAY



CROSSING



BEAUTY





INITIATION









RELAXING





THE SAGA OF A DEPLOYMENT

Amist gnashing of teeth and floods of tears
The mighty *MISPILLION* backed from the pier
T'was Long Beach her home was passing astern
Would be many months away and all would yearn.

Westward bound she headed, following the sun
At 14 knots the old gal began her long run
with *KISKA* she exercised and flexed her muscle
The crew learning their lessons nay without a tussle.

After 6 long days Diamond Head came into view
A brief visit to Hawaii and rest for her crew
But the decision was made to load down tight
Added a day to her stay and not to mention the night.

Once again westward ho was the cry of the day
The cruise would be nothing but port visits they say
Anxious to get going she crossed the Pacific blue
To learn before the first port our schedule was untrue.

So what of it, if not Sasebo than some other port
Head for Subic, for Japan we would abort
Three long days was found at the end of the trip
We rushed out of the P. I. as if being whipped.

For it was to service the fleet, the *SERVPAC* charge
Heading for another ocean not knowing how large
It was the Indian this time, not the South China Sea
And knowing no better we went at it with such glee.

Such faraway places like Iran and the Red Sea
Servicing a handfull of ships our fate would be
Chasing the *HANCOCK* and her little group
All without the benefits of mail or the straight scoop.

After traveling halfway around the world and then a bit
Finally heading east toward Subic in company with another ship
The SS Sandy Lake first and then SS Exxon Seattle we consoled
On the receiving end this time was an unfamiliar role.

Meeting the *ORISKANY* group next with our new skipper in tow
Fueling eleven ships lined up all in a row
But during it all we prepared for a change of command
The time honored ceremony to pass from hand to hand

All hands went about their tasks to impress the new old man
And clean and shine the old gal, didn't she look grand
The ceremony over, the Seattle alongside once more
Under a new boss we began a new score

Pumped up fill and with letters from home
For a few brief moments our thoughts did roam
But it was back by Singapore once more we did go
And to escort the *BADGER* and by chance take her in tow.

The *BADGER* kept going heading northeast this time
At the end of the voyage Subic Bay looked mighty fine
For it was a two week upkeep we would surely receive
With work going on, yea even Christmas and New Years Eve.

Although T'was during the holidays we had our repairs
Narry a man among us was found in despair
Swimming, jogging, ball games and golf all day long
At night everyone was heard to sing a different song.

Finally after 18 days we were happy to go to sea
Our pockets were empty, yea not even a P. (piaster)
Back to the Indian Ocean by Singapore again
Maybe the next time, we'll stop and have money to spend.

Another merchy, the Trojan's her name
Two more days loading, we must be insane
But the fuel we'll need, a full load again you see
For we came 4,000 miles to ensure our ships had energy.

After a month of delivering food and fuel
A port visit for *MISPILLION*, someone forgot the rule
For the Mighty Miss is a steamer for sure
Liberty for her crew, Oh what a bore.

The port we visit is Bandar Abbas, Iran
In the Kingdom of Persia that once was so grand
Four days to stretch, unwind and have fun
Yea even to lose in Soccer by 14 to one.

Leaving Iran we headed south for another R & R spot
The Seychelles below the equator surely would be hot
But first Neptunus Rex would receive his due homage
The initiation required was worse than being in bondage.

The festivities began with the arrival of Rex and his Court
What lie ahead of the poor polywogs was good clean sport
One by one they crawled through their painful ordeal
The moans and groans were horrible, sounding unreal.

Everyone came through it in real good form
But many's the seat that still glowed warm
The crew all real seafaring men by Rex's decree
Membership in his Nautical Fraternity obtained without a fee.

On to Seychelles the last truly tropical paradise
Miles of golden uncluttered beaches did entice
To relax in this unhurried lazy atmosphere
Clad in swimming trunks sipping cold cold beer.

When all too soon our four days were past
Back to sea again for ports this was the last
Heading east towards the Malacca Strait
To be relieved and continue east was not our fate.

With another group to renew this vital patrol
The next 3 weeks the *KITTY HAWK* would control
To the Gulf of Aden and the Arabian Sea
Providing services yet again from A to Z.

At long last the Indian Ocean we leave in our wake
Heading East on the first leg the knots we did make
By the score, the rewards, kudo's, accolades were received
But the greatest news was *MISPILLION's* relieved.

Through the Malacca Straits and by Singapore
The work all over let's add up the score
38,000 miles steamed or 80 percent at sea
92 customers to receive AVGAS, JP-5 and ND.

142,000 lbs of provisions and 1,000 lbs consumables
117,000 lbs of freight the listing is innumerable
33,000 lbs of retrograde and 33,000 lbs of mail
143 passengers transported and delivered without fail.

Heading for Subic Mother Fate let out a cry
A Japanese fishing boat on the rocks, high and dry
MISPILLION answered, diverted and sped to the scene
Rescuing 10 fishermen through the surf that was mean.

Another job well done to Subic for repairs and off load
A chance to relax, shop and have one for the road
Buying the electronics, china, cameras and wares
Presents for our loved ones for whom we care.

A visit by our *WESTPAC* Boss that was long overdue
Inspecting the ship and thanking each of the crew
But all has been worth it when *CONUS* we reach
The end of the rainbow will surely be Long Beach.

Re-united with our loved ones bringing goodies galore
With arms entwined we will swear never no more
But, when the call is sounded to sail westward again
We'll rally around, yea to the very last of men.

To be with *MISPILLION* once more out on the blue
Would indeed be a pleasure because of her fine crew
But Fate has decided, decommission and turnover to *MSC*
We'll be on other ships when next she puts to sea.

The next deployment Ole Miss will change hands
Under civilian care she'll visit those foreign lands
We thank you *MISPILLION*, you're the best around
May your life and accomplishments know no bounds.

Edward M. Hart



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